

CLASSIFICATION <u>CONFIDENTIAL</u>	
COUNTRY <u>Hungary</u>	REPORT
TOPIC <u>Information on the MAVAG Hungarian State Iron - and Machine Factory</u>	
EVALUATION	PLACE OBTAINED
DATE OF CONTENT	
DATE OBTAINED	DATE PREPARED <u>30 August 1954</u>
REFERENCES	
PAGES <u>2</u>	ENCLOSURES (NO. & TYPE)
REMARKS <u>This is UNEVALUATED</u>	

1. The MAVAG Hungarian State Iron - and Machine Factory was located at 21/23 Koebanyai Street in Budapest X and was bounded by the Orczy-, Golgota- and Szapary Streets.
2. From the north, from the direction of the Koebanyai Street, two spur tracks led into the factory grounds; one spur track led toward the south to the Golgota Street and to a test stretch which was located outside the factory area.
3. The factory was subdivided into the following sections: locomotive construction plant, pump repair shop, boiler works, plate rolling mill, iron foundry, and nonferrous metal foundry. The lathe shops of the locomotive construction plant had 40 lathes and 2 hand-cranes with a capacity of 2 tons; the locksmith shop had one hydraulic press of 15 atmospheres absolute pressure; the mortising shop had 20 slotting machines; the locomotive assembly hall had 2 cranes with a capacity of 40 tons each and 1 crane with a capacity of 20 tons; the tender assembly hall had 2 cranes with a capacity of 40 tons; the hardening plant had 3 large and 3 small oil-heated hardening furnaces; and the screw shop 15 new and 25 old automatic screw machines. The pump shop had about 50 lathes and 1 hand-crane as well as 35 automatic screw machines; the boiler works had a press with a capacity of 400 tons and 25 welding apparatus; the plate rolling mill had 4 or 5 bending rollers; the iron foundry had 3 casting furnaces and 2 cranes with a capacity of 30 tons; the nonferrous metal foundry had 3 or 4 small casting furnaces and hand-cranes.
4. Raw materials were supplied from Diosgyoer and Csepel.
5. The factory had a monthly production of 30 locomotives with tenders of the type 0005, 4 mine locomotives of the type "KB 4", various locomotive types in smaller quantity, including the electric locomotive "BOCO" with the type designation 302. The engines for this electric locomotive, which were supplied by the Ganz railroad car factory, had one defective part their carbon brushes burned out too quickly. Of the pumps produced at the factory, one type was driven by a gasoline engine; another one was designed to be mounted on a truck.

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Furthermore, the production included cranes of various designs as well as bridge building components for the home market. The boiler works produced chassis for the Csepel motor vehicle factory. Each shift manufactured 150 chassis. In addition, the production of the boiler works included bed plates for mortars, ammunition boxes and small calibre shells.

6. At least 10,000 workers were employed at the factory; about 30 percent of them were female. The labor force included about 1,000 Greek workers who arrived in 1949 and were employed as apprentices at the various sections of the factory. In addition, about 150 forced laborers were also employed. The labor force worked three shifts, except for the forces in the locomotive assembly hall, the boiler works, the crane shop and the magnet shop, where they worked in two shifts.
7. The factory had a guard force of about 40 guards. About 10 to 15 men, who were equipped with rifles and bayonets, continuously guarded the factory ground and the gates. The air raid shelters which were built during World War II have been repaired. Air raid drill was held several times.

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